



DEPARTMENT OF THE NAVY
OFFICE OF THE ASSISTANT SECRETARY
(FINANCIAL MANAGEMENT AND COMPTROLLER)
1000 NAVY PENTAGON
WASHINGTON, DC 20350-1000

7302.2

FMO

MAR 1 2004

MEMORANDUM FOR DISTRIBUTION

Subj: TRANSPORTATION FINANCIAL MANAGEMENT - POWERTRACK®

Ref: (a) ASN(FM&C) memo 7302.2 FMO of 25 Apr 03

By reference (a), information was provided on the testing and deployment of automated interfaces for financial processing associated with transportation services. The original timeline indicated July 2003 as the target for the completion of STARS (HO/FL and One-Pay) interface testing, with deployment subsequent to the evaluation of the test results. However, this capability was delayed, and Defense Finance and Accounting Service (DFAS) now estimates system testing will be completed by September 2004. Deployment will follow within three months, after a successful prototype evaluation.

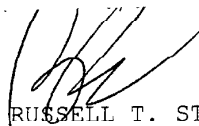
Until the obligation process is fully automated, transportation transaction obligations must continue to be manually recorded. This process may be done in bulk at the beginning of each month or transaction-by-transaction as shipments are made. In either case, it is strongly recommended that all activities review transportation transactions in PowerTrack® on a daily basis and verify that corresponding obligations are properly recorded in the accounting system. At a minimum, activities should preview the PowerTrack® summary invoices citing their funds and confirm sufficient funds are obligated prior to invoice certification. By reviewing the invoices before they are finalized, it can be ensured that obligations are properly recorded, Transportation Account Codes (TACs)/Lines of Accounting (LOAs) have been used appropriately, leading to invoices being paid promptly.

Missing or incorrect financial data on summary invoices is a recurring problem that affects timely payment. When the LOA is incorrect for any line item on a summary invoice, interest accrues on the entire amount until the invoice can be paid. Financial managers should work closely with their supporting transportation officers

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to ensure customers use the correct TAC/LOA and the information is recorded properly on the requisition or contract. This effort will improve the likelihood obligations will post, and invoices will pass DFAS prevalidation and pay in a timely manner.

Finally, despite the delay in the fully automated process, it is strongly recommended that financial personnel continue to familiarize themselves with PowerTrack®. Many Commands have availed themselves of the implementation sessions that are specifically designed for financial managers. These sessions will assist in using PowerTrack® effectively and also provide an introduction to systems that provide supporting documentation such as commercial bills of lading. A schedule of sessions, on-line registration, and other information related to Navy's PowerTrack® implementation is available at the Navy PowerTrack® website at <https://www.navpwtrk.navy.mil>. For further information, the Navy point of contact for PowerTrack® implementation



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